

2020 a corona-featured vehicle year with record-breaking development for rechargeable cars

Important factors that affected 2020

- The vehicle year 2020 began with subdued economic activity. During the second quarter of the year, the Corona pandemic struck and put Sweden and the world economy into a serious recession. Severe restrictions and closed countries contributed to a significant loss of vehicle production, while demand slowed down.

This year's decline must be put in relation to the fact that the comparison year 2019 was the third-best year for both passenger cars and trucks.

Rechargeable cars are a light in the dark

- Sweden shows a smaller decline in new car registrations than the majority of other European countries.
- Record-breaking rise for new rechargeable cars, i.e. electric cars and plug-in hybrids. A trend break is that the plug-in hybrid's share is now larger than the diesel cars. Sweden stands out with the highest proportion of rechargeable cars among new registrations in the EU and is third in Europe, during the first nine months of the year.
- Carbon dioxide emissions from new cars have dropped distinctly during the year. In 2019, Sweden's decline was among the fastest in the EU and this year's results indicate that this good development will continue.
- Buses are going against the flow with a stable increase in 2020.

Heavy year for light commercial vehicles

- Light commercial vehicles up to 3.5 tonnes have had a difficult year. New registrations in Sweden decreased the most in Europe. Sammanfattning av nyregistreringarna 2020

	2020	2019	% 20/19
Passenger cars	291 664	356 036	-18,1
Share rechargeable passenger cars	32,2%	11,3%	
Average CO2-emissions g/km	93,7	120,0	-21,9
Trucks, a total of	36 508	61 124	-40,3
Of which:			
Light commercial vehicles up to 3.5 tonnes	31 008	53 816	-42,4
Heavy trucks, over 16 tonnes	4 959	6 652	-25,5
Buses, a total of	1 674	1 318	+27,0

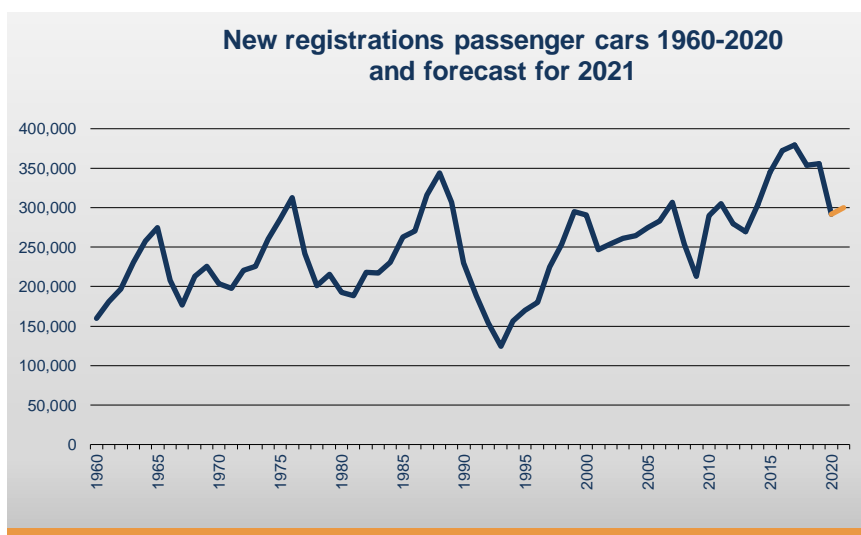
- The vehicle year 2020 was weaker than we had expected at the beginning of the year. The Corona crisis is the most important contributing explanation, but also that the comparison year 2019 was the third-best year ever, which increases the fall height. According to preliminary figures, new registrations of passenger cars amounted to 291,664 in 2020, a decrease of 18.1 percent compared with 2019. The strong increase in rechargeable cars during the year was 132 percent to 93,938 of the total market. 2020 has been a tough year for light commercial vehicles, up to 3.5 tonnes, which decreased by 42.4 percent to 31,008. Registrations of heavy trucks over 16 tonnes decreased by 25.5 percent and ended at 4,959 vehicles. The new registrations of buses went against the flow and increased by 27 percent in 2020, 1,674 buses, says Mattias Bergman, CEO of BIL Sweden.

- The forecast of 330,000 passenger cars that we made at the beginning of 2020 was revised down to 270,000 cars in April as a result of the Corona crisis. A faster-than-expected recovery led to an upward revision of the forecast in October to 280,000, which is now being exceeded. Our forecast at the beginning of the year for 47,000 light commercial vehicles has also been adjusted during the year. Both

times it has been a downward adjustment, first to 38,000 in April and then to 33,000 in October. Light commercial vehicles have not had the same recovery after the difficult second quarter. Sweden has the largest decline in Europe, which clarifies that the Bonus-malus system also hits light commercial vehicles hard, Mattias Bergman continues.

Forecast for passenger cars in 2021: 300,000

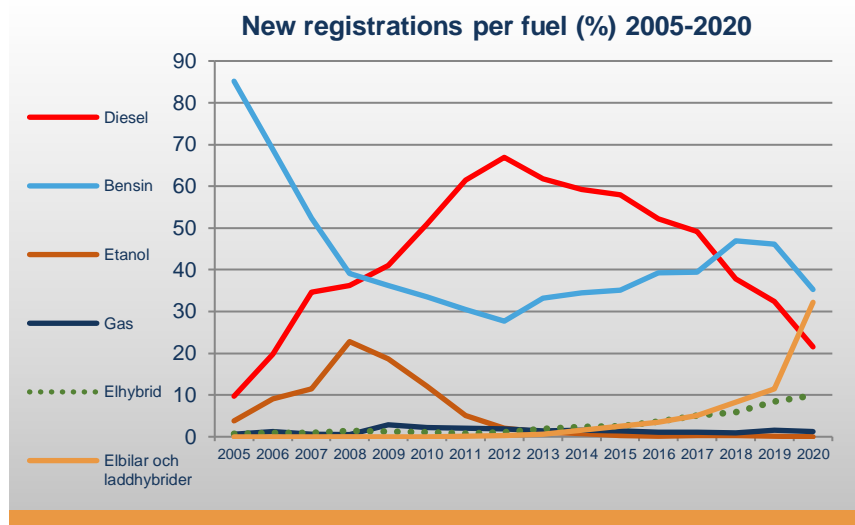
- Our forecast for 2021 is 300,000 new passenger cars, which is an increase of about three percent compared to 2020. Our forecast for increased registrations this year is seen against the background of impending mass vaccinations and a belief in economic recovery during the second quarter, and that several car manufacturers are launching numerous new models that reach more and larger customer groups. At the same time, there is a very high degree of uncertainty about how the economy will develop and not least the consequences of the policy changes expected to take effect in 2021. The changes include a reduced bonus for plug-in hybrids, sharply increased malus even for low-emission cars, the reduction of the benefit value for electric cars, plug-in hybrids, and CNG cars, as well as generally increased benefit values. Also, there is uncertainty about the withdrawn proposal, which aim was to reduce exports of climate bonus cars and would come into force at the turn of the year, says Mattias Bergman.



Rechargeable passenger cars increased by 132 percent in 2020 - plug-in hybrids a driving force

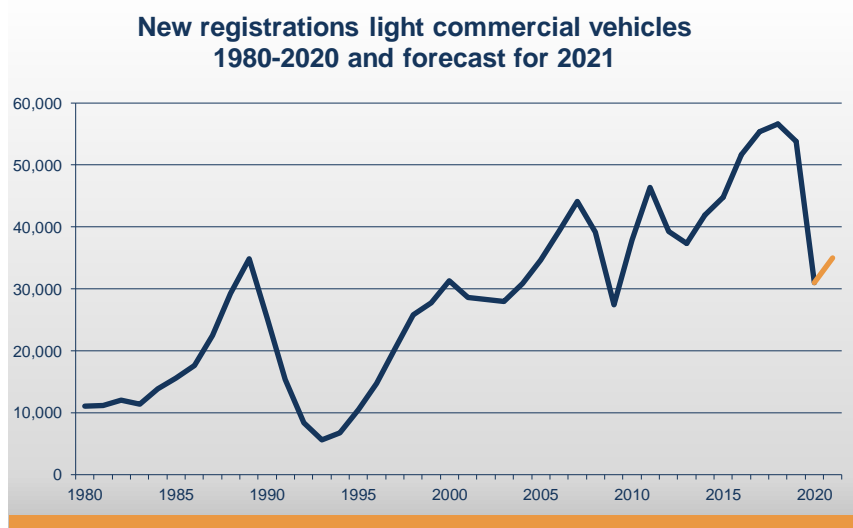
- New registrations of rechargeable cars, ie electric cars and plug-in hybrids, increased by 132 percent in 2020 and landed at 93,938. The share of rechargeable cars in new registrations was 32.2 percent, which can be compared with 11.3 percent the year before. It is primarily the plug-in hybrids that drive Swedish electrification with an increase of as much as 166 percent, while electric cars increased by 79 percent. This is partly a result of the car manufacturers launching more and more rechargeable models and that Sweden has received a good allocation of cars, and partly that the instruments have benefited the development. Before the charging infrastructure is sufficiently developed, the charging hybrids are a good product, says Mattias Bergman.

- The changes to policy instruments that are planned in 2021 for rechargeable cars and that are now out for consultation risk breaking the positive development of the year. This uncertainty, together with the uncertain economic situation, means that we currently do not present a forecast for the share of rechargeable cars in 2021. To ensure the rapid transition to rechargeable vehicles, we must properly design predictable and long-term instruments, not just when buying but also when using the car, Mattias Bergman continues.



Forecast for light commercial vehicles in 2021: 35,000

- We forecast that the number of new registered light commercial vehicles will amount to 35,000 vehicles in 2021, which is an increase of about 13 percent compared to 2020. On April 1, the malus will be further sharpened, which affects light commercial vehicles that already have an unreasonably high elevation vehicle tax in the first three years. That we nevertheless believe in an increase is explained by the fact that we see a pent-up need among many entrepreneurs and companies to replace vehicles in their fleet, they have no other choice. It will mainly affect small businesses already struggling because of the Corona pandemic. On the light commercial vehicle side, the proportion of electric vehicles increased from 2.6 percent in 2019 to 6.4 percent in 2020. The product range is expected to increase during the year, says Mattias Bergman.



A decline for heavy trucks in 2020

- New registrations of heavy trucks over 16 tonnes decreased by 25.5 percent in 2020 to 4,959. This reflects the economic situation, where increased e-commerce and a relatively stable construction economy with a strong construction market have kept up demand while other industrial sectors have had a weaker economy. The closure during the second quarter has, however, reduced this year's supply. During the year, several truck manufacturers launched electric vehicles with production starting in 2021,

which shows that the conversion is now also gaining momentum among heavy vehicles, says Mattias Bergman.

Increased registrations of buses in 2020

- New bus registrations increased by 27 percent in 2020 and amounted to 1,674. The bus market has been affected very negatively by the Corona pandemic, but for some segments governed by public procurement, the renewal of the bus fleet has continued. Electric buses, excluding direct imports, increased by 68 percent and accounted for 9.9 percent of total bus registrations, which can be compared with a share of 7.4 percent in 2019. We expect a continued increase for electric buses in the coming years, as a result of the procurements that are now taking place, says Mattias Bergman.

Increased renewal of the car fleet is important for the environment and traffic safety

- An increased renewal of the car fleet where more new cars come out on the roads and replace old cars that are scrapped is important for both road safety and the environment. Not least so that we can reach the tough Swedish climate goal by 2030, which means that the climate impact from the transport sector will decrease by 70 percent by 2030 compared to 2010. Carbon dioxide emissions from new cars decreased in 2020 by 22 percent compared to 2019, from 120 g / km to 93.7 g / km, says Mattias Bergman.

New cars are significantly safer in traffic than old cars. Road safety-enhancing systems, such as airbags and anti-slip systems, are today standard on new cars. Another example is automatic emergency braking systems, which according to recent figures from BIL Sweden are found in 96 percent of the new passenger cars registered in 2020, which can be compared with 93 percent in 2019, says Mattias Bergman.

Effective instruments are crucial if we are to continue to reduce carbon dioxide emissions

- For the positive trend of reduced carbon dioxide emissions from new cars to continue, the instruments for rechargeable cars must be maintained and developed, says Mattias Bergman.

- It is essential that the proposals for changes presented by the government are adjusted so that the positive development can continue. The benefit value for rechargeable cars and CNG cars must continue to be attractive to company car customers as 75 percent of the rechargeable cars are sold to legal entities. These cars then enter the second-hand market and contribute to a lower climate impact from the vehicle fleet. It is also important, not least for the private market, that the bonus for plug-in hybrids is maintained at the current level, Mattias Bergman continues.

Furthermore, the malus for light commercial vehicles should be adjusted and take into account the transport benefits. Today, it is designed in the same way as for passenger cars, which makes it unreasonably high in relation to the transport work, Mattias Bergman concludes.

New registrations December 2020

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During December 2020, passenger car registrations decreased by 28.7 percent to 34,302, according to preliminary figures from BIL Sweden. Light trucks, up to 3.5 tonnes, decreased by 64 percent to 3,985 and heavy trucks over 16 tonnes decreased by 18.4 percent to 431. The sharp decline for passenger cars and light trucks is largely explained by last year's earlier purchases and registrations before vehicle tax would be increased on 1 January 2020 in connection with the introduction of WLTP.

New registrations of rechargeable cars, ie electric cars, and plug-in hybrids, increased by 251 percent in December and the share of rechargeable cars in the total new registrations of passenger cars amounted to 49.4 percent, compared with ten percent in December 2019.

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The registration period for December includes registrations from 1-30 December.

BIL Sweden always reports the month's new registration figures on the first weekday of the month. When the last day or days of the month fall on a public holiday, registrations made on those days will not be included in that month's new registration figures, which is usually a few. These registrations are instead included in the following month's registrations. At the turn of the year, preliminary figures for December and the full year are reported first, and about a week later, final figures that include registrations during New Year's Eve.

To read the press release in its entirety, [click here](#).

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